

HAWAII WING

Civil Air Patrol – U.S. Air Force Auxiliary

TSUNAMI EVACUATION PRESPONSE PLAN

Airborne Warning To Evacuate Shoreline

&

Coastline Communities



Revised: 22 November 2021

TSUNAMI EVACUATION RESPONSE PLAN





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PURPOSE

The purpose of the Tsunami Evacuation Response Plan is to identify operational procedures and to assign areas of responsibility.

OVERVIEW

The Hawaii Wing, Civil Air Patrol (CAP) provides a critical service to the State of Hawaii. CAP's siren equipped aircraft covers shoreline and low-lying shoreline areas where there are no warning sirens, and where sirens are inoperative. CAP aircraft utilize sirens and voice announcements to warn of impending tidal waves or other dangerous shoreline conditions. CAP aircrews can also direct ground-based rescuers by providing airborne damage assessment reports.

Tsunami Alerts		
Alert Name	Actions	Potential Hazards
 WARNING	Get to high ground or inland IMMEDIATELY Follow tsunami evacuation signage	Danger! Tsunami imminent! Flooding/powerful currents Wave heights > 3 ft. or unknown
 ADVISORY	Stay out of the water and away from the shore	Strong currents and dangerous waves in or very near water Wave heights of 1 - 3 ft.
 WATCH	Be prepared to take action Stay tuned to local radio/TV/ NOAA "alert" weather radios	Tsunami possible Alert level may change once more information is known
 INFORMATION STATEMENT	No action needed	No tsunami impact expected Alert level may change once more information is known

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WATCH PHASE

- 1) The Hawaii Wing Alert Officer will immediately contact the Wing Commander and the Wing Director of Operations. The Wing Commander and the Director of Operations or their designee will select a suitably qualified CAP Incident Commander (IC). The CAP IC will manage and direct Hawaii Wing CAP personnel and resources to execute the mission until such time as relieved by the Wing Commander, another CAP IC, or the mission is concluded. In the event the Wing Commander or the Director of Operations is not accessible, the Wing Vice Commander and the Wing Emergency Services Officer, in that order, will be contacted. The CAP IC, or qualified designee, will immediately request resource status and asset availability. CAP IC will enter a Mission in eServices.
- 2) The IC will direct an alert to be sent out and Members will receive an alert via phone, text, or email based on their selected alerting system preferences. After replying 'Yes' to mission availability, the member will receive a follow-up message directing them to sign into the mission before reporting to a designated Staging Area (SA) or Incident Command Post (ICP). Upon arrival, the member will check in with the entry point MSA and be directed to preparation tasking such as: signing out cameras, verifying batteries are charged and back up batteries are included in the kit, verify GPS link, turning on radio communications equipment and standing by for the Communications Unit Leader (CUL) to open the Net. Aircrews may be directed to the hangar to pre-flight the aircraft. Each designated ICP will identify an Air Operations Branch Director (AOBD) and a Public Information Officer (PIO) who will prepare for further instruction. All members will stand by for further instruction and tasking - no member will self-deploy from the SA or ICP.
- 3) HI-EMA is the Emergency Management Agency for the State of Hawaii and is located in Diamond Head Crater headquarters. HI-EMA serves as the coordinating agency between the four county emergency management agencies; Hawai'i County Civil Defense, Maui County Emergency Management Agency (M-EMA), City and County of Honolulu Department of Emergency Management (Oahu -DEM:), and Kaua'i Emergency Management Agency (K-EMA), as well as the State Warning Point. When Hawaii Wing responders learn that a Tsunami Watch is in effect, Wing HQ CAP representatives will report to HI-EMA at the Diamond Head Crater EOC. When directed by the IC, Oahu, Kauai, Maui, and Hawaii Island Squadrons will send a PIO to their Island's EOC.

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4. Once HI-EMA issues a Request For Assistance (RFA) through WebEOC and directs CAP to prep, the CAP IC or qualified designee will:
 - a. Contact the CAP/USAF Regional Operations Director.
 - b. Contact the NOC.
 - c. Contact the Personnel Recovery Control Cell (PRCC) or 13th AF/PACAF Command Center (PCC)
 - d. Direct members to their SA or ICP using the Hi Wing Alerting System
 - e. Initiate communication with CAP PIO at HI-EMA or the HI-EMA Ops Staff.
5. Once HI-EMA indicates intent to initiate a Warning
 - a. The IC will coordinate with CAP/USAF Regional Operations Director
 - b. Create an A- Mission in WMIRS for Warning Phase tasks

ADVISORY PHASE and WARNING PHASE

1. Members will report to their designated SA or ICP as described above. All members will stand by for further instruction - no member will self-deploy from the SA or ICP.
2. Once a valid mission has been assigned via WMIRS members will execute their assigned mission tasks as directed by the IC. Mission types can include tsunami warning routes, search and rescue, damage assessment, or aerial imaging.
3. Aircrews will:
 - a. Plan to remain between 1000 -1500 AGL for alerting, airspeed to be briefed.
 - b. Only use the siren when visual confirmation of persons on or near the shoreline is made, do not use siren for more than 30 seconds at a time.
 - c. Plan to remain VFR through all phases of the flight.
 - d. Direct ocean vessels to move out to at least two miles offshore.
 - e. Report life threatening situations via CAP radio.
 - f. Take photos of events or situations of interest to emergency management.
 - g. Aircrews are to monitor the appropriate CAP repeater and announce engine start, airport departure, aircraft position & altitude every 30 minutes, and landing.
 - h. Return to base as directed, on completion of the flight.
 - i. Immediately upon landing:
 - a. The Airborne Photographer (AP) or Mission Scanner (MS) should start transferring photos as briefed.
 - b. The Mission Pilot (MP) should contact their AOBD or CAP IC for debrief.
 - c. The above two items should not be delayed by refueling or securing the aircraft.
 - j. Refuel aircraft and secure the aircraft or prepare for immediate departure to relocate assets prior to the wave arrival, as briefed.

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SAFETY

1. Aircrews must always maintain situational awareness. Pay special attention to other aircraft that may be on their assigned route and at a similar altitude.
2. All personnel will promote an uncompromising safety environment for themselves and others and will prevent the loss of, or damage to, Civil Air Patrol assets entrusted to them.
3. All personnel will perform all activities in a professional and safe manner and will hold themselves accountable for their actions in all of CAP's missions.

RADIO COMMUNICATIONS

1. All VHF-FM and HF circuits will be manned. Use all means necessary to ensure communication links are established with the IC.
2. Limit administrative traffic on the VHF repeaters to avoid aircrew distraction.
3. Deploy and set up communications at remote sites as necessary.
4. Operational communications in support of aircraft movements and sorties have priority.
5. Track aircraft from wheels up to wheels down.
6. Update WMIRS Communications Log immediately with radio traffic, especially engine start, airport departure, aircraft position & altitude every 30 minutes, and landing.

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ASSIGNED WARNING ROUTES

G1000 aircraft may be directed to fly airborne repeater operations.

AIR OPS BRANCH – LIHUE AIRPORT, KAUAI

Air Ops Lihue will fly Routes #1 and #2, OR the Combined Route.

Route #1: Depart Lihue Airport. Proceed to Makaha Point at north-west of Island of Kauai by most direct route. Proceed East along the shoreline clockwise to Lihue Airport.

Route #2: Depart Lihue Airport. Proceed South along the shoreline to Makaha Point. Proceed direct to the Island Niihau. Proceed along the shoreline clockwise to complete circuit of Niihau. Return to Lihue Airport by most direct route.

Combined Route: Depart Lihue Airport. Proceed along the shoreline in the direction towards the origin of the Tsunami - e.g., if the Tsunami is coming from the North-East, then proceed North along the shoreline. On reaching Makaha Point, proceed direct to the island of Niihau. Proceed along the shoreline in the same direction as for Kauai. On completing circuit of Niihau proceed back to Makaha point and complete the circuit of Kauai.

AIR OPS BRANCH – HONOLULU AIRPORT, OAHU

Air Ops Honolulu will fly Routes #1 and #2, OR the Combined Route.

Note: When contacting Honolulu clearance delivery, pilots will state that "THIS IS AN ACTUAL TSUNAMI WARNING MISSION." Request for authorization to proceed along the shoreline on departure.

Route #1: Depart Honolulu Airport. Proceed West along the shoreline to Kawela Bay. Return to Honolulu Airport by most direct route.

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Route #2: Depart Honolulu Airport. Proceed along the East shoreline to Kawela Bay. Return to Honolulu Airport by most direct route.

Combined Route: Depart Honolulu Airport. Proceed along the shoreline in the direction towards the origin of the Tsunami - e.g., if the Tsunami is coming from the North-East, then proceed Eastbound from HNL. Follow the shoreline to circle the entire island of Oahu.

AIR OPS BRANCH – WHEELER AAF, OAHU

Islands of Molokai and Lanai: Depart Wheeler AAF. Proceed via Koko Head direct to Laau Point, Island of Molokai. Proceed along the shoreline clockwise Island of Molokai to the point of beginning (Laau Point). Proceed to Kaena Point, Island of Lanai. Proceed clockwise Island of Lanai to point of beginning (Kaena Point). Return to Wheeler AAF via Honolulu Airport for refueling, or as assigned.

AIR OPS BRANCH – KAHULUI AIRPORT, MAUI

Islands of Maui and Kahoolawe: Depart Kahului Airport. Proceed East along the shoreline clockwise to Makena, Island of Maui. Proceed direct to Molokini Island then direct to Island of Kahoolawe. Proceed clockwise to point of beginning (Island of Kahoolawe). Continue to Makena and clockwise shoreline to point of beginning (Kahului Airport). Refuel aircraft and prepare for immediate departure to be on station prior to the wave arrival.

AIR OPS BRANCH – KONA AIRPORT, BIG ISLAND

Air Ops Kona will fly the Kona North Route AND/OR the Kona South Route, OR the Kona Circle Route. The turnaround points may be amended by the CAP IC. The CAP IC may advise which direction to proceed and/or which routes to fly first.

Kona North Route: Depart Kona Airport. Proceed North along the shoreline past Upolu Point Airport to Waipio Valley. Return to Kona Airport by most direct route.

Kona South Route: Depart Kona Airport. Proceed South along the shoreline to South Point. Return to Kona Airport by most direct route.

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Kona Circle Route: Depart Kona Airport. Proceed along the shoreline in the direction advised. Circle the entire Big Island of Hawaii, following the shoreline to return to Kona Airport.

AIR OPS BRANCH – HILO AIRPORT, BIG ISLAND

Air Ops Hilo will fly the Hilo North Route AND/OR the Hilo South Route, OR the Hilo Circle Route. The turnaround points may be amended by the CAP IC. The CAP IC may advise which direction to proceed and/or which routes to fly first.

The default plan will be the Hilo North Route, followed immediately by the Hilo South route with a turn-around at Kalapana.

Hilo North Route: Depart Hilo Airport. Proceed North along the shoreline to Upolu Point Airport. Return to Hilo Airport by most direct route.

Hilo South Route: Depart Hilo Airport. Proceed South along the shoreline to South Point. Return to Hilo Airport by most direct route.

Hilo Circle Route: Depart Hilo Airport. Proceed along the shoreline in the direction advised. Circle the entire Big Island of Hawaii, following the shoreline to return to Hilo Airport.

APPROVED:



CHANTAL L. LONERGAN
Colonel, CAP
Hawaii Wing Commander

1 Attachment
CAP Organization, Tsunami Evacuation Response Plan

**CAP ORGANIZATION
TSUNAMI EVACUATION RESPONSE PLAN**

